

CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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This is UNEVALUATED Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
 THE APPRAISAL OF CONTENT IS TENTATIVE.
 (FOR KEY SEE REVERSE)

Comments:

1. Throughout the report, M.A.P. is the abbreviation for Ministerstvo Aviatsionnoy Promyshlennosti (Ministry of Aviation Industry).
2. On page 3 of Appendix A, Wozek is probably Wrosek.

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APPENDIX "A"

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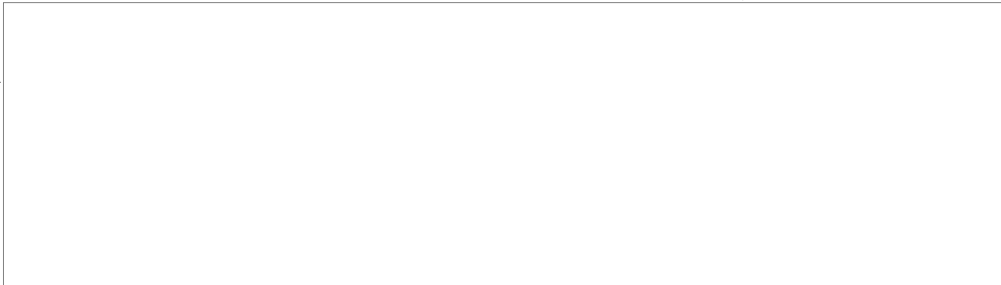
PODBYEREZYE AND SAVELOVO/KIMRY,
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6. Notes on listening to foreign broadcasts.



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2. The "OPYTNY ZAVOD I" (Experimental Works I) in PODBYSEREZYE

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The Experimental Works I in PODBYSEREZYE (Postal Address: P.O. Box 6, KIMRY) was under the control of M.A.P. (Ministerstvo Aviatsionnoi Promyshlennosti - Ministry of Aviation Industry). Of the approximately 650 German engineers and technicians employed in the Works about two thirds had formerly been on the staff of the JUNKERS aircraft factory in DESSAU, one third were from the SIEBEL aircraft factory in HALLE, and there were a few from the HEINKEL aircraft factory in ROSTOCK. Together with their families, the German colony numbered approx 1,800 people. In Sep 50 a first transport of these technicians left for Germany and a second left in Jan 52, at which time approx 170 Germans plus their families remained in PODBYSEREZYE. Four Germans had meanwhile died a natural death, one had been killed in a road accident, one had committed suicide and another (SCHUMANN, Herbert) had been brutally beaten to death, at night, by a number of Russians

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Russians. It is of interest to note in this respect that the family of SCHUMANN received no compensation whatsoever from the Russian authorities, being thus thrown on the mercy of the other Germans for support, also that one of SCHUMANN's assaulters who was apprehended was sentenced to 3 years' imprisonment only.

[redacted] the Experimental Works I in POBYEREZEYE has since been cleared of all German technicians. Approx. half of the 170 which remained after the second repatriation transport in Jan 52 were sent to SAVELOVO (KIMRY) in Apr 53 where they were accommodated in a block of flats without having to perform any work. [redacted]

The second half were later also sent to SAVELOVO, it being officially stated that the place was to serve as a collecting point for all those Germans who worked under the control of the Ministry of Aviation Industry and who were earmarked for repatriation. General LUGIN of the said Ministry made this statement on 9 Nov 53. Announcing that German technicians from GORODOMLIA and KUIBYSHEV were shortly to be transferred to SAVELOVO for this purpose, he at the same time read out a list of approx 85 ex-POBYEREZEYE Germans whose repatriation was to take place in a fortnight's time, while the other 85 as well as those Germans from GORODOMLIA and KUIBYSHEV were to be sent home by May 1954.

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3. The layout of POBYEREZYE and surrounding area.

[redacted] the sketch reproduced in Annexe 1 to this Appendix has been prepared over an enlarged overlay of US TARGET COMPLEX MOSAIC, Series 25, IVAN'KOVO, 1st Edition July 1952, Scale 1:25,000, No.0154-9852-25MA.

[redacted] POBYEREZYE has approx 15,000 inhabitants, but with the communities called NOVO IVAN'KOVO (to which POBYEREZYE adjoins), IVAN'KOVO and BOLSHAYA VOLGA which all lie at the Northern end of the MOSCOW-VOLGA Canal there is a large built-up area in this location which gives it the appearance of a fairly large town.

4. The layout of KIMRY and SAVELOVO, and surrounding area.

The main town features of KIMRY and SAVELOVO have been sketched on an overlay of US TARGET COMPLEX MOSAIC - SERIES 25 - KIMRY, 1st Edition July 1952, Scale 1:25,000, No.154-9895-25MA, and the sketch has been reproduced in Annexe 2 to this Appendix.

[redacted] KIMRY has approx 25,000 and SAVELOVO approx. 5,000 inhabitants. About 70% of the buildings of the KIMRY and SAVELOVO communities are of the wooden, one or at the most two-floor type, most of them with sheet metal roofs painted red, very few only having shingle roofs. Due no doubt to their having no solid foundations many of these buildings have subsided and are standing at all angles.

The remaining 30% are modern concrete buildings not more than 2 floors high with the exception of those mentioned in the legend attached to the sketch.

[redacted] existence of an airfield at TALDOM (Chart Reference 4 of US TARGET COMPLEX CHART - Series 100 - KIMRY, 1st Edition July 1952, Scale 1:100,000, No.0154-9895-100A). Apart from having observed on this airfield a "number" of MIG 15 jet planes (no other, more exact estimate), [redacted] many wireless and radar installations, such as the arrays illustrated under (1), (5), (7) and (9b) in the JTB 8 guide entitled "Typical Aerial Arrays".

[redacted] a large number of SAF personnel usually entrained in TALDOM for MOSCOW, or detained in TALDOM on the journey from MOSCOW.

5. Information on the telephone service in POBYEREZYE and SAVELOVO.

[redacted] the telephone exchange of the Experimental Works 1 in POBYEREZYE (a Siemens automatic exchange for 300 connections and a hand-operated exchange for 200 connections) and [redacted] telephone exchange of a machine tool factory in SAVELOVO nr KIMRY which apart from the factory's 250 extensions also served approx 100 private subscribers resident in SAVELOVO.

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(NOTE: SAVELOVO has approx. 5,000 inhabitants.)

The Works exchange was of an old Russian (KHARKOV) make and had two panels of 200 extensions each, of which however only 100 each were in use. This meant that some of the total of 350 extensions were parallel lines and [] private subscribers were 3 to 4 to one extension. Entirely hand-operated, the exchange employed 12 female telephone operators (two to each shift of 6 hours, with one operator in reserve in each shift), 4 mechanics for outdoor duty, and one resident mechanic assisted by Informant. Work was in progress towards the end of 1953 for putting into operation all the 400 extensions on the panels.

[] the charge for the installation of a telephone was 150 roubles and the rental per month was 30 roubles for an unlimited number of local calls (the term "local" including KIMRY). Calls beyond SAVELOVO and KIMRY had to be paid extra []

Between SAVELOVO, PODEBYEREZYE and BOLSHAYA VOLGA were ordinary overhead telephone wires, but between BOLSHAYA VOLGA and MOSCOW, via DMITROV, a carrier cable for 128 (?) simultaneous conversations in each direction was installed.

[] this cable was also overhead. [] there were no restrictions on any private subscriber calling a private number anywhere in the USSR, whereas written permission had first to be obtained from the Works director if a person wished to be connected with an official number of a government department or the administration of some industrial plant. Asked how the telephone operator would know which was a private or an official number [] the operator at the place which was to be called up would automatically enquire whether the initiator of the call had official permission if such a permission was necessary.

[] there was no monitoring of local telephone calls by any particular person and he does not know whether telephone operators had to report to the MVD on anything unusual they had overheard, in spite of the fact that they as well as the mechanics had to sign a secrecy undertaking on being employed. On the other hand, [] a monitoring service exists in the larger trunk exchanges such as MOSCOW. [] the monitor would arrange for the telephone conversation to be interrupted when this was considered to be advisable.

[] the prefix of all numbers of the Ministry of Aviation Industry in MOSCOW was K6

6. Notes on listening to foreign broadcasts.

[] the latest make (1953) of a BALTIKA 6-valve radio set [] 765 roubles. The set was manufactured by the "Radio Zaved 1" in RIGA which [] was formerly the VEF = Vereinigte Elektro Fabriken.

The BALTIKA radio set had an in-built aerial, but had this not been so []

Between the hours of 0700 to 0800, and from 1730 to 2300 hours on weekdays and all day on Sunday [] listened regularly to foreign broadcasts, in sequence of preference to the NWDR, the BBC in German, and the Voice of America. Of the short wave lengths 25, 31, 41 and 49 he found 25 to be the best,

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best, especially in winter and at night. Medium wave (300) reception suffered from atmospherics, but there was no jamming of broadcasts in languages other than Russian. Informant occasionally listened in to foreign broadcasts in Russian and he claims that, although there was interference to a greater or lesser degree, broadcasts were still audible.

in this respect that wave lengths might with advantage be changed frequently i.e. not only from day to day, but even during broadcasts. He states that there is no danger of broadcasting being thus in vain because he is certain that the Russian listeners would immediately search for the new wave length. no use was ever made of any frequency between 49 and 70.

Germans preferred the broadcasts of the BBC to those of the 'Voice of America' largely because they had established the reliability of the former during the war. The Germans only regretted that the BBC broadcasts were not as powerful and on as many frequencies as those of the 'Voice of America'.

most interested in the News and the Commentaries broadcast by the BBC. He considered them to be topical, reliable and objective; of the commentators. Like most of the other Germans, he had no time for "English by Radio"; he considers this item of the BBC programme a wasted effort.

most Russian owners of sets capable of receiving foreign broadcasts are listening to them. He says that such sets are very cheap now, a "Rekord 53" for instance costing as little as 310 roubles. Informant points out in this respect that none of the cheaper sets (such as the "Rekord") is capable of picking up frequencies lower than 25, a fact which he thinks is well worth bearing in mind.

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to the short wave bands, thus enabling them to hear foreign broadcasts. However much they claimed to disbelieve these broadcasts they were apparently much interested in them. They dismissed comparisons of living standards of Russian and Western workers as pure propaganda and they called TOKAYEV a traitor, but they were eager nevertheless to hear broadcasts on these subjects.

among all the Russian acquaintances there were two mechanics and one store keeper who were outspokenly critical of the Soviet regime and who needed no re-assuring that conditions in the West were better than those in the USSR.

they used such expressions as "Stalin ought to be hanged", "an atom bomb should be dropped on the Kremlin" or "the sooner the Americans are coming the better". Informant was not in

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Legend to Annexe 1 to Appendix "A"

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NOTE: The numbers mentioned below correspond with those on the sketch.

1. As relics of war-time defence measures, barbed wire entanglements (concertina wires) are still to be found in the area North of the Experimental Works I in POBYEREZYE, thus making that part of the shore of the VOLGA Reservoir ("MOSCOW Sea") inaccessible from the water.

NOTE: The "Ivan'kovo Airfield" indicated to the East of the above-mentioned area under Mosaic Reference 1, Target Number 0154-8072 on US TARGET COMPLEX MOSAIC - SERIES 25, IVAN'KOVO. 1st Edition Jul 1952. Scale 1:25,000, No. 0154-9852-25MA has never been used as such, though it was at one time (beginning of 1947) projected to construct an airfield there. The ground proved unsuitable (swampy) and the project was accordingly abandoned. For a landing ground see item 53 below.

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2. This former seaplane base is no longer in use. The breakwater is damaged, there being a gap of approx 50 metres.
3. WALTER propulsion unit testing shop of Experimental Works I
4. Non-ferrous metal store of Experimental Works I
5. Spare parts store " " " "
6. Boiler room " " " "
7. Experimental Radar Station of " " "
8. Testing shop (wind tunnel) for jet engines
9. Smithy
10. Main POL stores of the Experimental Works I
11. Experimental Works I, a 3-floor concrete building.
12. Guard room (inspection of works passes)
13. Material (steel) store of the Experimental Works I
14. Boiler room, supplying heating to a number of buildings of the Experimental Works I.
15. Carpenters' shop of Experimental Works I
16. Observation tower for fire watching purposes. Conspicuous, approx. 35 metres high.
17. Fire station, a comparatively large building with garages for the fire engines (number unknown)

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18. Stadium
19. Plant restaurant, for workers of the Experimental Works I. Conspicuous. A 4-floor concrete building.
20. Garages and, formerly, a telephone exchange for 500 subscribers. See also item 44.
21. Naphtaline store for sale to individuals.
22. Transformer station
23. Childrens' Home
24. Public Baths
25. New School
26. Police HQ and Prison
27. MGB HQ ("NKVD")
28. Local Party HQ
29. Law Courts
30. Post Office
31. Cinema and Club
32. Maternity Home
33. Former camp for German PWs, barracks now used for workers' accommodation
34. Hospital
35. Transformer station
36. Transformer station
37. Bazaars
38. Large bakery
39. "Univermag" food stores
40. Large block of flats where the Germans were accommodated
41. Large block of flats under construction (1953)
42. Crèche
43. Kindergarten
44. New Telephone Exchange, for 1,000 subscribers (automatic)
45. Chemist shop
46. Old School
47. Large block of flats

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48. Office of the "Commandant" in charge of the German technicians
49. Local administration office (zhilishchno kommunalnyi otdyel)
50. New hospital, a large, 2-floor concrete building
51. Cemetery
52. Collective Farm
53. Landing ground for small courier aircraft. No runway. Natural surface. Infrequently used.
54. Built-up area NOVO IVAN'KOVO.
55. Water reservoir, Water pumping station and possibly sewage disposal plant.
56. Disused, former brick works
57. Timber wharf, where rafts of tree trunks are landed from the VOLGA
58. Hydro Power plant which serves BOLSHAYA VOLGA, IVAN'KOVO, NOVO IVAN'KOVO and POBYEREZEYE, as well as KIMRY and SAVELOVO with electric power. It is equipped with two turbines and is guarded by armed, military personnel.
- 58a. Dam dividing the VOLGA reservoir from the R. VOLGA. While serving the Hydro Power plant mentioned in (58) above it is also used as a highway, carrying the road MOSCOW-DMITROV-BOLSHAYA VOLGA-NOVO IVAN'KOVO, POBYEREZEYE-KIMRY (see item 68 below)
59. Overhead power line from the Hydro Power plant (58) over the river VOLGA to a high steel pylon in NOVO IVAN'KOVO. The high tension cable carrying power to KIMRY disappears underground somewhere East of NOVO IVAN'KOVO.
60. Highway tunnel under the R. VOLGA. Barred entirely to pedestrian traffic it is also closed to vehicle traffic between the hours of midnight to 0500 hours.
61. Lock No.1 of the MOSCOW-VOLGA Canal, with a lifting height of 13 metres. Natural, with water from the VOLGA Reservoir, i.e. as far as Informant is aware there are no pumping stations serving the lock. Informant is of the opinion that there is a total of 7 locks on the MOSCOW-VOLGA Canal. He claims to have seen a Soviet postage stamp depicting the MOSCOW-VOLGA Canal, and he says that the seven locks are indicated thereon.
62. Railway station BOLSHAYA VOLGA and terminus of the VERBILKI-BOLSHAYA VOLGA railway line. There are a few sidings at this station, but Informant has not observed other railway installations of any importance, such as repair workshops, locomotive sheds etc.
63. Water reservoir (concrete tower) possibly serving the community of BOLSHAYA VOLGA and, possibly, IVAN'KOVO.
64. Area (approx 400 X 500 metres) enclosing a factory which Informant believes to be a Chemical Plant. It consists of a number of buildings which are hidden from sight by trees with the exception of a tower shaped concrete structure which is showing above the tree tops, it being approx 45 metres high. There were no chimneys emitting smoke.
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It was impossible for the Germans to find out what the "factory" was producing. Supplies and/or products entered and left the area only at night in covered goods wagons, the plant having its own railway sidings.

there seemed to be no telephone communication between the Experimental Works I. and this plant. Informant believes therefore that the plant had its own direct and secret lines for communication with some unknown Ministry in MOSCOW, with a special telephone exchange in BOLSHAYA VOLGA.

65. Corrective labour camp which is in a restricted area. Informant believes that its inmates are employed in some unidentified works within the camp

66. Jetty for passengers of the VOLGA boats.

67. One track railway line which branches off from the MOSCOW-DMITROV-KIMRY-KASHIN railway line at VERBILKI which is approx. 20 kms NORTH of DMITROV. Normally the line is used for goods traffic only, but exceptionally, passenger coaches have been brought as far as BOLSHAYA VOLGA, as for instance on the occasions of the German technicians' repatriation.

68. Road from MOSCOW to KIMRY, via DMITROV, BOLSHAYA VOLGA, NOVO IVAN'KOVO and POBYEREZYE.

- (a) Section BOLSHAYA VOLGA-NOVO IVAN'KOVO-POBYEREZYE-KIMRY: The road passes under the R. VOLGA by the highway tunnel mentioned under (60) above, thence over the dam mentioned under (58a) above, through NOVO IVAN'KOVO and POBYEREZYE to the 18/19 kms distant KIMRY. The tunnel is open to motor vehicle traffic only (no pedestrians) and is moreover closed during the hours of midnight to 5 a.m. Asphalted and in good condition up to the exit of POBYEREZYE, the road has a width of 6 to 8 metres only between POBYEREZYE and KIMRY, has no solid foundation and is generally in such poor condition (potholes) that motor traffic cannot proceed at a speed higher than 25 to 30 kms per hour.

A bus service links POBYEREZYE with KIMRY on Sundays only, the fare being 5 roubles per single journey.

- (b) Section BOLSHAYA VOLGA - DMITROV: Built on the Eastern bank of the MOSCOW-VOLGA Canal, the road is approx 12 metres wide, asphalted and in good condition with the exception of a stretch of approx 5 kms between NADEZHINO and TATISHCHEVO, just NORTH of DMITROV. Over undulating terrain, the road carries heavy motor vehicle traffic, both goods and personnel. Large petrol-driven buses, carrying over 30 passengers, ply between POBYEREZYE and DMITROV, 5 buses daily in each direction, the fare being 10 roubles per single journey.

- (c) Section DMITROV-MOSCOW: Approx 15 metres wide, asphalted and in good condition the road widens to over 20 metres at a point approx 20 to 30 kms from MOSCOW. With the exception of a section immediately South of DMITROV where there are some steep gradients the road leads over undulating country and has very heavy motor vehicle traffic.

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on bridges.

69. Light houses on the VOLGA Reservoir (MOSCOW Sea) for the use of river craft proceeding. Informant believes, as far as KALININ. the VOLGA reservoir is very shallow in places necessitating very careful navigation over a route which is marked by light buoys.

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Legend to Annex 2 to Appendix "A"

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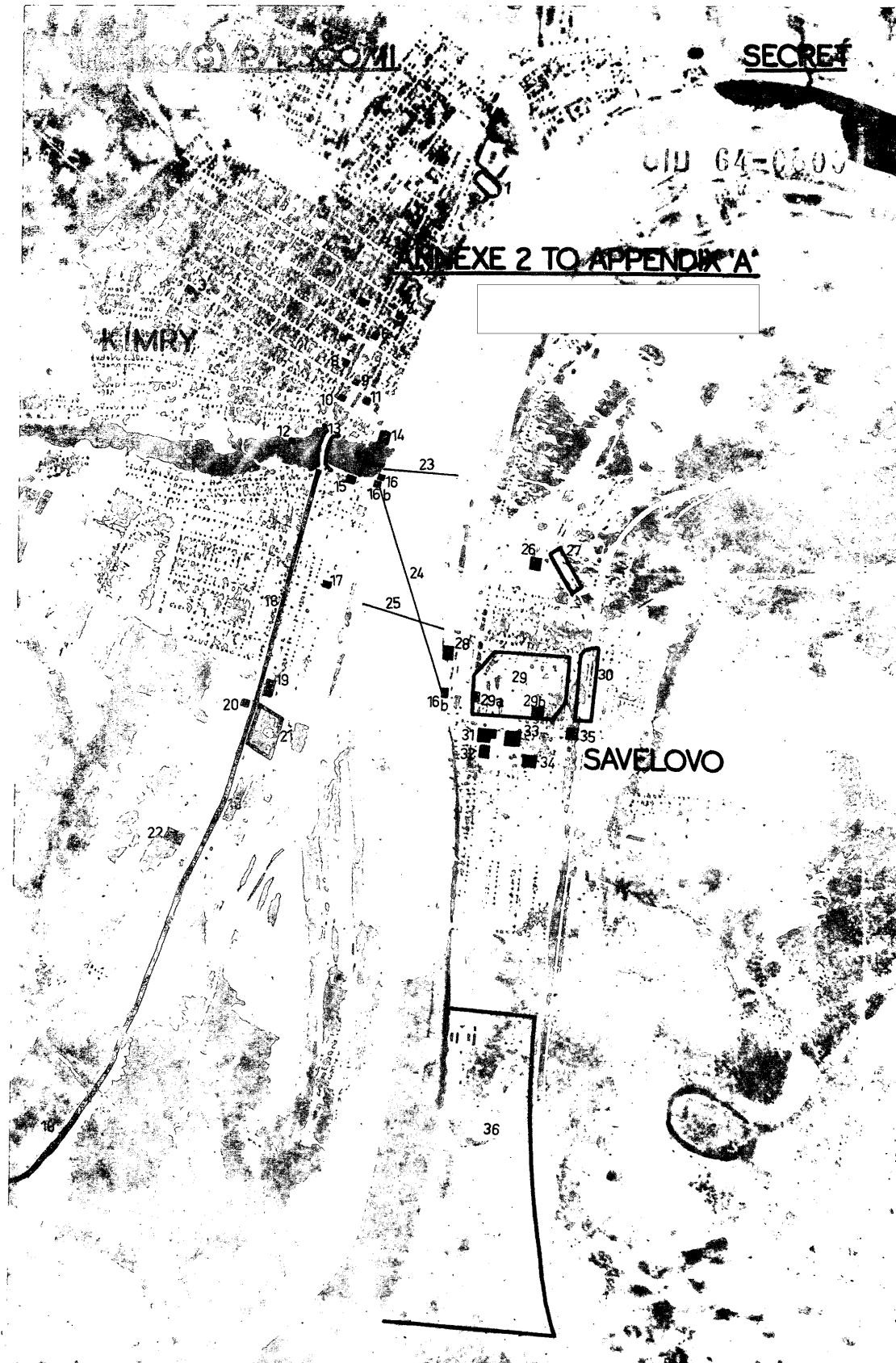
NOTE: The numbers mentioned below correspond with those on the sketch.

1. The stadium of KIMRY, an outstanding landmark in this area.
2. Church. In use as such. A conspicuous building.
3. A medical research centre, where tests with guinea pigs and white mice are carried out.
4. Hospital
5. Shoe factory "Krasnoye Znamya" (Red banner), one of many leather goods factories established in KIMRY. The reputation of the leather goods factories of KIMRY is such that inhabitants of KIMRY are generally known as "the shoemakers".
6. School
7. Police and MVD HQ
8. Post Office and Telephone Exchange KIMRY, a 3-floor building
9. State Bank
10. Town and district Soviet, Party HQ
11. Textile (hosiery) factory, a building approx 100 X 30 metres. Conspicuous.
12. Minor ship repair workshops
13. Highway bridge of the Rolled Steel Joist with Timber Deck type, with two concrete piers. Approx 80 metres long and approx 15 metres wide. Informant is not aware of the fact that this bridge also served as a dam (see Mosaic Reference 2 of US TARGET COMPLEX MOSAIC - Series 25, KIMRY, 1st Edition July 1952, Scale 1:25,000, No.0154-9895-25.A)
14. Ship repair workshop for larger VOLGA steamers
15. Church, with several gilded "onion-shaped" towers, now used as a sunflower-oil mill. A conspicuous building.
- 16a. Bight for up to 8 VOLGA steamers of a capacity of up to 1,000 tons.
16. Landing stage for the large VOLGA passenger boats (from MOSCOW to ASTRAKHAN, via GOR'KIY, KUIBYSHEV and STALINGRAD) of which the largest and latest is the "ROSSIYA", a 2,000 ton luxury Diesel boat with twin propellers and automatic steering. Another, pre-war steamer which Informant remembers was the "KAMANIN", a 700 ton Diesel boat.

(NOTE: Of other navigation on the VOLGA [] observed
[] 6 freighters named "ESTONIYA", "KALUGA"
etc with a capacity of 1,700 tons each, said to have been
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ANNEXE 2 TO APPENDIX A

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built in ROSTOCK, powered by BUCKAU-WOLF Diesel engines.
Normally, the VOLGA was ice-bound from beginning or mid November until mid or end April. From December to March the VOLGA could be used as a highway.

- 16b. Landing stages of the passenger ferry (see (24) below) carrying 150 passengers.
17. Technical School (machine construction)
18. Ulitsa Karla Libknekhta
19. Foundry and factory producing metal window frames and doors
20. KIMRY's main transforming station (120 KV high tension cable from the IVAN'KOVO Hydro Power Plant)
21. Cemetery
22. STALIN square
23. Fifty ton ferry for vehicles and animals, operated by a Diesel tug
24. Ferry for 150 passengers, plying every 10 minutes on weekdays and even more frequently on Sundays.
25. Hundred ton ferry, carrying up to 12 loaded motor vehicles. Operated by a Diesel tug
26. School under construction
27. Dump for building material
28. Building material depot of a State building trust
29. A machine tool factory of unknown designation (Postal address: P.O. Box 4, KIMRY - SAVELOVO)
- 29a. LVD Hq within the plant, and administrative centre (ZhKO = Zhilishchno Kommunalniy Otdyel)
- 29b. Fire station serving both the machine tool factory and the community of SAVELOVO. Equipment: 2 fire engines.
30. SAVELOVO railway station, with several sidings, one of them serving the above mentioned machine tool factory. The station is important inasmuch as it also serves KIMRY on the WEST bank of the VOLGA, KIMRY having no direct railway connection with MOSCOW. For traffic over the R. VOLGA see the ferries mentioned under 23, 24 and 25 above. (Note: SAVELOVO, on the other hand, has no direct road connection with MOSCOW except via KIMRY, POBYEREZYE, NOVO IVAN'KOVO and BOLSHAYA VOLGA.).

Informant estimates that the SAVELOVO railway station - which lies on the railway line MOSCOW (SAVELOVSKIY station) - DMITROV - VERBILKI - TALDOM - SAVELOVO - KASHIN and thence further NORTH/WEST to LENINGRAD - has a daily traffic of 4 trains in each direction, this covering both goods and passenger traffic. The distance of approx 120 kms from /SAVELOVO

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SAVELOVO to MOSCOW is covered in $4\frac{1}{2}$ hours. The fare is 32 roubles per single journey.

The line is double-tracked from MOSCOW to DMITROV. The only bridge [] on the journey from SAVELOVO to MOSCOW was one which is about to be constructed near the site of the existing railway bridge over the MOSCOW-VOLGA Canal at KHEBNIKOV (N $55^{\circ} 58'$, E $37^{\circ} 30'$ - see A.M.S. N501, NN 37-1 (MOSKVA) Scale 1:250,000). The large quantities of girders and other building materials lying on the banks of the MOSCOW-VOLGA Canal near the above mentioned place led Informant to believe that the construction of a new bridge was on hand, not merely repairs to the existing bridge.

31. Large, 5-floor apartment house with 63 flats, occupied by the German technicians and their families.
32. Large, 4-floor apartment house with 38 flats, occupied by the German technicians and their families.
33. School (6th to 10th class)
34. Kindergarten
35. Oval-shaped water tower, covered with tiles (SAVELOVO water supply ?)
36. Construction site for new Air Force barracks and supply depots, as well as settlements for families of Air Force personnel attached to the BORKI (not KLETINO) airfield mentioned under Chart Reference 3, Target Number 0154-8028 of US TARGET COMPLEX CHART - SERIES 100, KILRY, 1st Edition July 1952, Scale 1:100,000, No. 0154-9895-100A. The site was out of bounds to Russians and Germans alike, access to the area being given by the armed guards only to those in possession of special passes.

Judging from the very large size of the above mentioned construction site, as well as from air activity observed (anything up to 100 MIG 15 jet aircraft) Informant is of the opinion that BORKI airfield is being developed into an important training centre. He has been told that an aviation school is already in existence there.

Note: Contrary to a previous report on this area [] apart from the one in BORKI, [] no other airfield in the immediate vicinity of KILRY or SAVELOVO, at least he is certain that none other was in use in 1953.

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